

THE HERALD  
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THE HERALD.  
FREDERICTON, JULY 25, 1891.  
THAT C. P. R. STOCK.

It now transpires that Sir John Macdonald owned stock in the C. P. R. which was held in trust for him in the names of other parties. The amount is variously stated at from \$40,000 to \$250,000 the actual sum held in trust was not being discovered. This fact was intended to be concealed from the public and with this object one of the clauses in Sir John's will was suppressed when the copy was given the press for publication. The suppressed clause has now come to light and it leaves no room for doubt on the subject. The clause in explicit terms disposes of the C. P. R. stock held in trust for him in the names of other persons without stating the value of the shares so held.

There were the strongest reasons for concealing these damaging facts from the public. It has always been the boast of the conservative party that whoever among their leaders may have gone astray in a "moment of weakness," Sir John remained amidst all temptations "poor and incorruptible." This can be said no longer. That Sir John was not poor we know. An estate admitted to be of the value of \$104,000 represents a rather snug and handsome accumulation for a person who spent all his life in politics and did little in the way of his profession of the law. That he was not incorruptible we fear can no longer be affirmed. It strikes with dismay all reputable people, as well as conservative as liberal, to learn that it was possible for the great leader to accept a direct personal gift from a company having such relations with the government as those of the Canadian Pacific. Every man in the face of such a disclosure is led to ask the question: are all public men and the public life of our Dominion totally and irremediably unsound? As the holder of a block of the shares of the C. P. R., Sir John, when he was giving the company their millions, and was pushing through parliament a guarantee for the company, was in the C. P. R. pocket, he was putting money in his own pocket and was directly enhancing the value of his own shares. In what condition was the government of Canada under such circumstances to hold the scales between the people and the great railway corporation in its incessant demands upon the public treasury. There might not have been so many Canadian Pacific millionaires to-day if less of its stock had been held in trust for the benefit of leading statesmen of Canada.

Having discovered that C. P. R. stock was donated to the premier of Canada, because in no other way could he have become possessed of it, either to conciliate the will or to secure recognition of favors already granted, the country will insist upon knowing how many more blocks of C. P. R. stock have been placed where it would do the most good, and who the other cabinet ministers are (if any) who have had their seal quickened in behalf of the trans-continental railway development of Canada. It will be believed that the late premier was not the only recipient of Canadian Pacific favors, other ministers would be considered equally culpable and equally favored, the country ought to know it.

The Langevin investigation is developing new and startling information day to day. During the last week Nicholas Connolly and Robert McCreedy have given evidence part of which will be published in another column. It will be found to substantially corroborate that of Murphy and Valin. It is not now surprising that the government party were so well provided with money in the elections, and were able to win victories in the light of these revelations. The treasury of Canada was emptied at the bidding of the contractors and the contractors responded liberally at the call of the cabinet ministers. Of how many millions the people have been bled in this way it can never be known.

A most indefensible feature of this scandal investigation is the payment of the lawyers for the defence by the government. Sir Hector Langevin, McCreedy and others charged have several counsel employed and the country is paying them \$200 each a day—\$1400 a day it costs the tax payers of Canada to provide lawyers to defend these men—who are not only some indolent but also some who are out for the money. It is not surprising that the country is paying thousands to prevent the truth from being brought out. We say Mr. Thomas McCreedy and Sir Hector should pay their own lawyers' fees as any private individual would have to do who may be charged with a breach of trust.

THE I. C. R. FEEDERS.  
Consolidation is the order of the day in railroading. It means efficient management and better accommodation for the freight and passenger traffic. It may also be feared that it means the end of a grinding monopoly and extortionate charges, but in practice this evil has seldom resulted and is one that may be easily counteracted by legislation. A railroad corporation, which would levy unjust rates upon the people would defeat its own object. Most people who travel are not obliged to travel and they will not travel if it costs them too much to do so. Those who have goods or produce to ship will be unable to ship them if the rates are excessive.

One of the most important questions affecting the interests of New Brunswick now before the Dominion parliament is that of the proposed consolidation with the Intercolonial railway of the private branch lines which serve as its feeders. The project is not a new one but has now assumed more prominence than heretofore, because the maritime province members, liberal and conservative, are almost a unit in its support. From a business standpoint there can be no doubt that the change would immensely benefit the public. Such has been the case with the numerous local lines throughout Canada which have been absorbed by the C. P. R. and Grand Trunk. Many roads, formerly profitless, so united with the great systems have yielded handsome dividends. They are now managed by men of great experience and ability, who recognize that while business makes railways it is equally true that railways ought to make business. The public get the advantage of through rates and are thus brought into more immediate contact with all the great centers of trade. The company secures greater profits than would be possible under the old system, also from the reduction of staff salaries and the cheaper rate at which money can be borrowed.

There is no doubt that one great obstacle presents itself to our lawmakers why the change should not be made. That obstacle is that the I. C. R. has at ways been operated at a heavy annual loss, which it feared would only become heavier by consolidation. This is a real difficulty, but it is one that has no more right to exist now than it has had in the past. There is no earthly reason why the running of a road with the mileage and traffic business of the Intercolonial should be attended by an annual deficit. If the road was managed on business principles it is the opinion of railroad experts that it would be one of the best paying properties in America. The mismanagement of the government itself ought not to be utilized by the government as a reason why the reasonable wishes of the people should not be complied with.

CANADA'S RAILWAY SYSTEM.  
If there is one feature more than another of our national progress of which Canadians should be proud, it is our railway system. No country in the world has a mileage of railways as great in proportion to population as that of Canada, and incidentally we may remark that no province of the Dominion has a record in this respect equal to that of New Brunswick. In this province to-day there are about 1300 miles of railway in operation, none of which, so far as is known, are being run at a loss, while many are highly profitable. As against this statement it may be said that the Intercolonial is not a self-sustaining road, but this statement needs qualification. There can be no doubt that the Maritime section of the I. C. R. is run at a profit, and that with such management as private roads ordinarily possess the entire road would be more than self-sustaining.

The blue book containing the railway returns for the year ending June, 1890, shows that there was then in Canada 14,004 miles of completed road, besides 1679 miles of sidings, the number of miles in actual operation being 13,256, or a trifle over 600 miles more than were being worked in 1889. To-day our railway mileage is almost six times what it was in 1867, and more than double what it was thirteen years ago. Of course this favorable showing would not be made but for the very large grants made by the Dominion and local governments in aid of railways. A great deal of money has been squandered on useless roads, but on the whole the advantages to our people have been immense, and the policy of thus opening the country has been a wise one. The following figures will show how steady the advance has been:

Miles in Operation.	Pass. Carried.	Tons Freight Carried.	Earnings.
1866-2,150	2,290,000	2,290,000	\$11,406,195
1875-4,826	5,190,416	6,670,836	19,470,610
1878-6,143	6,443,924	7,883,472	23,520,978
1884-9,528	9,981,238	13,122,289	33,451,705
1889-12,628	12,151,105	17,928,626	42,140,615
1890-13,256	12,821,262	20,787,469	46,843,826

Within the same period the earnings of Canadian roads have increased with even greater rapidity. The following table shows that Canada, as a railway country, is beginning to take rank with the great nations of Europe:

Country.	Railway Mileage.
Canada	14,004
Austria-Hungary	15,270
Germany	20,000
Great Britain and Ireland	19,812
Turkish Empire	1,261
Italy	6,990

It cannot be doubted that Canada, and especially those of Maritime origin, have a genius for railroading, which has, perhaps, not received its full meed of recognition. Otherwise a population such as that of Canada would be unequal to the task of developing a railway system so vast in its extent.

LOOKING BACKWARD.  
Signs continue to multiply that "the world do move." From Halifax comes the information that on the 10th anniversary of the fall of the Bastille, and which event French republicanism dates its birth, the British ships of war in the harbor rendered homage to the day by flying the tri-color and saluting the French flag by Le Blois de la Reine. This is a by no means the first official recognition on the part of England of the principles which resulted in the great French revolution. The logic of events, alone has long since over ruled the dictums of Pitt and the decesses of the allied monarchs of Europe. Nevertheless, to the student of history the Halifax episode calls up reflections of interest. He cannot but reflect upon the millions of lives and the oceans of treasure that were expended less than a century ago by the allied nations of Europe out of sheer hostility to the principles now so freely and courteously recognized. He will remember how bitterly the crowned heads of Russia, Germany, Austria and England resented the claims of France to govern herself according to her own ideas, and how stubbornly they strove to crush to earth the dangerous doctrines of equality and liberty beneath their embattled hosts. Who can say what the history of Europe from July 14th 1789 to June 18th 1815 would have been had the rights of self-government now so generally conceded to all nations been as generously admitted then? Would the blood and fire illumined pages of war have shown the awful pictures of Austria, Prussia, Russia, Germany, France, Holland, Belgium, and a thousand other scores, no less dreadful of human hate, and bestiality and vice? Would the pantheons of fame have been inscribed with the names of Wellington, Napoleon and Nelson. Would Trafalgar and Copenhagen have been fought? Such inquiries are fruitless if their object is merely idle speculation. They teach us, however, the fallibility of men though of the most exalted genius to gauge truly the direction and the force of the tide of human thought and aspiration in its majestic onward flow. Posterity is the final court of appeal of the deeds of men and of nations. Who can doubt that in that court many of our own most cherished judgements are destined to a rude awakening.

Forewarned is forearmed. Thrice armed is he who hath his quarrel just, but four times he who gets his name on the list. Let every liberal in the County of York, who wishes to exercise his franchise in the next Dominion election, take pains to see that his name is included in the revision. Hundreds of those favorable to the liberal cause were unaccountably left off in the last revision, and in the effort that is being now made to prevent a recurrence of the blunder every friend of the party should heartily cooperate.

The defeat of Mr. Parnell's candidate in Carlow bears out the opinion expressed in THE HERALD in a recent issue that the great dictator would soon cease to be a factor in Irish politics. The victory of the McCarthy champion was a most decisive one. If, as the Parnellites freely assert, the Catholic clergy in Ireland are really opposed to home rule, it may be long before changes of a most radical nature are exhibited in Irish politics.

EDITORIAL NOTES.  
Mr. Parnell's candidate being defeated in the Carlow election, the other day, by a majority of over two to one, it is reasonable to expect that he will never recover his lost position as the uncrowned king of Ireland.

The liberals won a great victory in Cambridgehire, England, on Thursday. Brand, liberal, defeating Duncan, conservative. The liberals have made a gain of 1347 votes in that constituency since 1885.

The English parliament has passed not only its Irish land purchase bill, but a bill for free education, and now Balfour promises local government for Ireland. How closely this scheme may approach to home rule as advocated by Gladstone, will soon appear.

How would it do for the Sun and Gleason to reproduce some of their articles on the \$1,500 contribution to the York election, and let the public see how they compare with their present views on the Langevin scandal.

The Montreal Times is greatly exercised over the failure of a prisoner charged with an assault to appear at the Westmorland circuit, and charges the attorney general with having fixed the amount of bail low purposely to enable the prisoner to escape without making it too expensive for the bail. It does not appear to affect the attorney general's culpability, in the view of the Times, that it was the chief justice and not the attorney general who fixed the amount of the bail, but it happens to be the fact all the same.

The Swiss have adopted a very democratic method in their government. On the 6th of July by a popular vote they adopted the system of giving the people direct legislative authority. 60,000 electors can now order a bill to be drafted on any subject, and can demand that it be referred to the mass vote which rejects it or makes it law. This looks like dispensing with representative government. But the system has already been tried with good results in some of the provinces of Switzerland.

It is not unreasonable to assume that a very small percentage of the jobberies practised at Ottawa ever come to light. The misuse of the public funds is still an offence sufficiently grave in Canada to cause those guilty of it to resort to every possible means of concealment. Nevertheless the list which has been brought home to our patriotic government is becoming quite respectable in its magnitude. Beginning with the Pacific scandal in 1875, it comprises such memorable transactions as those with which the names of Underdonk, Dowling, Middleton, Ryker, Tupper, McCreedy, Langevin and Perley are identified.

The process by which our beautiful world was formed was undoubtedly one of the most wonderful of the world, but they are for the most part very gradual and only perceptible by close observation and comparison. A grand object lesson in geology, however, was being exhibited for the benefit of mankind, compared with which all manifestations of the kind within historic times are of trivial scope and meaning. A mighty earthquake on the western coast of America a week or two ago rent the mountains in twain, and where formerly stretched the Colorado desert with its miles of burning sand, now rolls the waters of a great salt water lake that is every day increasing in surface and depth. The benefit to science of so astounding a phenomenon can hardly be over-estimated.

AN OLD-TIME GEORGIA MONSTER.  
In August, 1812, a party of hunters found in a mountainous region now known as Babson county, Georgia, a creature eight feet high, covered with bluish hair and having a human face adorned with immense ears resembling those of an ass. The creature was stone deaf, and on that account seemed to be wholly unconscious of the approach of his hunters. A party of men, from old accounts, to have been seen upon several occasions during the next four years.

In 1816 a number of adventurers from Virginia, most of them surveyors working up the unexplored portions of Georgia and the Carolinas, formed themselves into a party for the express purpose of capturing the uncanny being, if possible. They scoured the hills and valleys for several days, and at last returned unsuccessful to the starting point. The creature, from old accounts, to have been seen upon several occasions during the next four years.

BANISHED TO SIBERIA.  
OMAHA, Neb., July 24.—According to a letter received here by Abe Goldstein, a well known citizen, S. Gerber, who has lived in Omaha for the past five years, has been exiled to Siberia by the Russian authorities. Gerber went last March to Mysynca, near the German frontier, his native town in Poland, for the purpose of returning with his family, who had remained in the old country. His appearance in the little town excited suspicion, and his arrival soon reached the ears of the authorities. Being arrested, Gerber fled across the frontier into the neighboring province. The authorities of the German town in which Gerber had taken refuge turned him over to the emissaries of the czar, who took him in chains to Mysynca, where he was tried on a charge of running away to America. Gerber claimed to be a citizen of the United States and showed papers proving that he was a naturalized citizen, but in spite of this he was sentenced to prison for one year in jail at Lomsey, the capital of the province, and afterward to be banished to Siberia for five years and his property to be confiscated. Gerber had intended to return to Omaha with his family and set up in business.

WORSE AND WORSE.  
Robert McCreedy Endeavoring to Throw the Mantle of Innocence on Langevin.

THE PUBLIC TREASURY ROBBED FOR ELECTION PURPOSES.  
(For Tuesday's proceedings see first page.)  
Wednesday's Proceedings.  
In this morning's meeting, the committee on the part of Mr. Moore, of Portland, wrote that he would, if possible, appear before the committee, but would prefer to be examined by a commission. The matter stands.

Letters were put in by Julien Chabot, in whose name the steamer Admiral was run. These letters furnished full proof that Thomas McCreedy was the owner of the steamer Admiral. Thomas wrote that the mortgage for \$50,000 on the steamer was made at his request. James O. Ross wrote in November, 1884, to Chabot as follows:—

I hereby acknowledge that the mortgage given to me for \$50,000 by you holding the interest of the steamer Admiral for Thomas McCreedy, and I will not hold you responsible.

The following letter was put in:—  
2ND FEBRUARY, 1888.  
Julien Chabot: I desire to sell the steamer Admiral to Robert H. McCreedy in my behalf and at my special instance and request.  
(Signed) THOMAS McCREEDY.  
Also the following:—  
JULY 8TH, 1889.  
Julien Chabot: I hereby acknowledge that the mortgage given to me this day for \$25,000 is for Thomas McCreedy's accommodation.  
(Signed) N. H. CONNOLLY.

In a foot note to a power of attorney given by Robert to Thomas, Thomas appointed Julien Chabot manager of the steamer. Mr. Geoffrion remarked that he had proved his case respecting the Admiral, and if this is so, and it seems clear, it is sufficient to unsettle Thomas McCreedy and make him liable to a fine of \$200 a day for every day he is in possession of the steamer Admiral.

From what could be extracted from this very relevant witness and from the documents Mr. Tarte produced, it appeared that an even division of \$7,500 to each was figured out by the bookkeeper's hand. Out of this sum of \$400 was deducted from each to make up a sum of \$2,000 which was charged to the instalment "open account." Certain other items were deducted from Robert's share for indebtedness of the firm. The lawyer spent an hour trying to find out who got that \$2,000, but the witness professed ignorance.

Mr. Geoffrion produced one of the firm's documents, dated April 26, 1889, mentioning this \$2,000 and with the words appended, "Paid to McCreedy." engaged. There was an entry in March, 1888, showing that Nicholas Connolly had been reimbursed out of the firm's funds for a sum of \$2,000 drawn from his private fund on account of British Columbia dock "as agreed." Mr. Oiler testified in trying to get the facts out of the witness, called on him to produce Nicholas Connolly's private cash book. He did not know that he had it.

The examination of Robert H. McCreedy, one of the principal witnesses in the case, was then commenced. He stated that he became partner in the firm of Larkin, Connolly & Co., when the dredging contract was awarded in 1882, receiving 30 per cent interest in that contract, although he provided no capital and was not asked to furnish any. His brother, Thomas, McCreedy, & Co., one man, Peter, Macdonald, & Co., another man, were the department, pointing out alleged defects or mistakes in their tenders, and by arrangement each made corrections or changes which placed them higher than Larkin, Connolly & Co. One man, Peter, Macdonald, & Co., was awarded the contract, and the cost of the dredging work done in 1886 was \$38,000, while the amount they received from the government reached \$87,000. The profits in other years were equally large. His brother was aware of his interest in the dredging contract, and Robert produced a letter from his brother to himself written in 1883, informing him that engineer Boyd would furnish him with his report upon tenders for the cross wall work before it was awarded. Shortly afterwards he met Thomas in Montreal and received from him a memorandum containing the promised information.

Thursday's Proceedings.  
At this afternoon's meeting of the committee the examination of Robert McCreedy was continued. He said his brother lived with Sir Hector Langevin when in Ottawa during the years between 1883 and 1889, and whenever he wanted to communicate with Sir Hector he did so through Thomas. Several improper payments had to be made to secure changes in the contract for British Columbia graving dock contract in which he (Robert) had four-fourth interest. He gave his brother \$5,000 in January, 1887, during the election campaign. The money was his own, but was refunded to him by Larkin, Connolly & Co. Being refunded, \$4,000 was paid away to Sir Hector Langevin, \$5,000 given to Thomas McCreedy and \$2,000 paid for jewelry for Perley. These sums were charged regularly in the books. In the spring of 1887, Murphy, one of his partners, told him Nicholas Connolly had paid away \$10,000. He (witness) saw Nicholas, who said he had paid the money referred to because it was very important. Witness blamed Nicholas for recklessness, but the latter said he could not help himself, as Sir Hector said he must have the money. After some discussion the partners agreed to charge the amount to the

British Columbia graving dock. By doing that his (Robert's) share of the outlay would be \$2,000 whereas, if it was charged to the Quebec harbor works it would be \$3,000. Martin Connolly, the firm's bookkeeper, gave him some information that he heard from Nicholas. Martin knew that the money went to Sir Hector, and he understood from Nicholas that the money had been given to Lafontaine Langevin (Sir Hector's son) for his father. He (witness) was a pretty active member of the firm, but it was considered good policy that he should not be seen upon the works. (laughter). He did a good deal of negotiating for his partners as the usual division of profits upon the Equilmalt dock \$400 was retained out of each partner's share, making \$2,000 altogether for a donation to Mr. Perley, chief engineer. The partners arranged this among themselves, the Connollys suggesting it. A request was afterwards made to the firm by Michael Connolly to the effect that he had visited Ottawa and given the \$2,000 in question to Perley's son. This was not the same \$2,000 used by Murphy in buying jewelry for Perley, but a different donation.

It is stated that Perley's son is now engineer on the Kingston graving dock, for which Connolly & Co. are contractors. To Mr. Mulock witness said he understood that the \$10,000 given by Nicholas Connolly to Langevin was for election purposes. He thought it was for Langevin's own election in Three Rivers. The payment was made during the election campaign. On March 28, 1887, \$5,000 were paid to Thomas McCreedy by Larkin, Connolly & Co., and charged to the Quebec harbor improvements. Three thousand dollars had also been paid by the firm in 1888 to enable Chapais, Sir Hector's son-in-law, to buy out Le Courrier de Canada, a Quebec newspaper. He corroborated Murphy's evidence with respect to bringing the tenders from Perley's office to Thomas McCreedy's house for examination by himself and his partners, before the contract for the wall was awarded. Large amounts were given to Thomas McCreedy by the contractors to help the conservatives at the provincial election in Quebec in 1886. Witness was a conservative candidate in Quebec west in 1880.

Friday's Proceedings.  
The examination of R. H. McCreedy was continued at today's meeting of the committee on the part of Mr. Moore, of Portland, who explained his connection with the Baie des Chaleurs railway job. He corroborated Mr. Riopelle's story of how each stockholder paid for his shares with promissory notes which were taken up with money afterwards obtained by the company. He owned 500 of the original shares and Thos. McCreedy transferred to him 1,500 shares in 1887. These shares were worth nominally \$75,000, for which the brothers were to receive from Mr. Armstrong, the contractor, \$200,000 in cash and \$200,000 in bonds. They were to receive their pay out of the subsidies granted by the Dominion government. Of this sum he had received so far \$32,000, all of which he had paid over to or for Thos. McCreedy.

Robert then produced his connection with the steamer Admiral. The vessel was nominally in his possession for some time, but Thos. McCreedy was the real proprietor. All the government subsidies earned by the vessel were either paid over to Thos. McCreedy or used in payment of debts due by him. Witness got no profits obtained by his brother out of either the Baie des Chaleurs railway or the steamer Admiral.

Robert said that his brother claimed that witness had succeeded to him in his share as a silent partner in the British Columbia graving dock. When he met his brother Thomas, the latter demanded a full account of the business and witness agreed to send him an account. He did so, and the account forwarded was accompanied by the following letter:—  
Dear Thomas,—I enclose you a statement amounting to \$78,484, less \$20,939, received on your account, leaving a balance of \$57,545 without interest. I may be wrong in what I have done, but I have done it to give you some idea of the amount of money I have for speculation, let me show you what it has cost me since 1883. It takes \$4,000 to pay premiums on life insurance, \$5,000 per year cost of living which includes building cost, \$2,000 per annum to pay the Union bank and other interests—in all \$55,000, I pay \$10,000 out on the I. C. R. claim. I have paid Banque Nationale (including note due to-morrow) \$7,650; in all \$73,000, which I have paid out since 1883, or \$130,000. I received from Larkin, Connolly & Co. about \$135,000—something under that I believe. You received from me out of this \$135,000 or thereabouts \$58,000, beside \$117,000 paid direct to you from Larkin, Connolly & Co., not that you are not satisfied. I have to pay between this and August \$10,000 to the Banque Nationale to clear them up. I intend to reduce and pay up the Union bank and all can to you. If this reasonable program does not suit you, then break up the whole thing, and I will do it up once. I have no desire or interest in being the medium of conflict between those contractors and you and of trouble and turmoil to myself.

I remain yours truly,  
(Signed) ROBERT H. McCREEDY.  
At this afternoon's session Robert McCreedy was a member of parliament in 1878 he was a partner in an Intercolonial railway contract. His further cross-examination was postponed.

Hammond Williams an engineer, testified that while he was 1885 Thomas McCreedy told him to apply to Mr. Perley, chief engineer, for a position as engineer in British Columbia graving dock in place of Bennett. Williams went to see Mr. Perley and on learning that it was intended to dismiss Bennett refused to accept the position and was subsequently appointed chief engineer of works on the north Saskatchewan.

A witness named Cloney was called but would not answer.  
Mr. Davies then drew the attention of the committee to the fact that Thomas McCreedy had not complied with the order of the committee calling upon him to produce his books, papers, etc., for inspection, and that he had defied the authority of the committee.

Sir John Thompson made some kind of an excuse for McCreedy, and he was given further time to produce his books, though Mr. Geoffrion stated that if they were not produced at the next meeting of the committee he would endeavor to prove their contents by secondary evidence.  
The committee then adjourned.

It is reported to-night that Thomas McCreedy has thrown up the sponge so far as he is concerned. He will admit that he has forfeited his right to sit in parliament, and that he obtained large sums of money from contractors for election purposes. But so long as Langevin is concerned, McCreedy will endeavor to forget everything he knows which would corroborate the testimony already given against him. His lawyers have defied the course pursued by the Prince of Wales in the Mortland divorce case as a precedent for him.

The Dutch steamer Schiedam, from Rotterdam for New York, broke her crank shaft while on the voyage, but declined assistance she arrived at New York Tuesday night.

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